

Hotels.

HOTEL CRAIGIEBURN,
PLUNKET'S GAP, the Peak, near the Tram Terminus, Tel. 58.
For Terms, &c., apply to the
MANAGER.
Hongkong, 2nd July, 1902. [17]

GO TO THE
KOWLOON HOTEL,
J. H. DOWNS, Manager. J. W. OSBORNE, Proprietor.
KOWLOON.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD.
The most comfortable family Hotel in Hongkong.
EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED,
CIVILITY AND ATTENTION.
TERMS MODERATE.
Hongkong, 4th September, 1902. [1902]

"BOA VISTA,"
(HOTEL SANITARIUM OF SOUTH CHINA)
MACAO.
The most select Hotel in the Far East, beautifully situated, overlooking the sea, and
affords comfortable accommodation for travellers.
The strictest supervision as to food and cleanliness is exercised by a European Manager.
[57d] Telegraphic Address: "BOA VISTA."

Intimations.

INCANDESCENT GAS LIGHT
The undersigned, being Sole Agents for
DR. AUER VON WELSBACH & Co.,
VIENNA,
THE INVENTORS OF INCANDESCENT
GAS LIGHT.
ARE SELLING THE ONLY GENUINE MANTLES,
The Price of which has been reduced to
FIFTY CENTS per piece.
BEWARE OF INFERIOR IMITATIONS!
KRUSE & Co.,
CONNAUGHT HOUSE.
[954c] Telegraphic Address: "K. & Co."
Code Used: A 1 and A 2 C 10th Edition.

E. C. WILKS & Co.,
MARINE ENGINEERS, SHIP CONTRACTORS
AND SURVEYORS.
Collisions and Damages Surveyed for Insurance Companies, Ships' claims and
Specifications Prepared.
Office: 9, Queen's Road Central.
Hongkong, 8th November, 1901. [1214c]

PETER SYS' WONDERFUL SPECIFIC.
The only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOIDS and ULCERATION
of the BOWELS.
Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale
by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai.
[21] 12th October, 1898.

WING CHEONG.
DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE,
CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS,
AND
GENERAL EXPORTERS.
No. 35, Queen's Road Central,
Next Door Messrs. LANK, CRAWFORD & Co.
Hongkong, 20th November, 1901. [1256c]

UNTOUCHED BY HAND.
MELLIN'S
FOOD
For INFANTS and INVALIDS.
When prepared is similar to Breast Milk.
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

ST. JOSEPH'S COLLEGE,
HONGKONG.
OWING to the insufficiency of accommodation
in the present building and the in-
creasing demand for admission, it has been
found necessary to extend the wings of the
main building and to enlarge the Chinese de-
partment by an additional storey, with two
wings. The estimated cost will amount to over
\$5,000. To cover these expenses we appeal
to the liberality of all friends of Education.
The establishment has been in existence for the
last 25 years and is open to all classes. Much
of the clerical work of the city is carried on by
its past pupils. As this is the first time we have
applied for assistance we expect a generous
response. The names of our most liberal
Benefactors will be inscribed upon marble
tablets, as a lasting testimony of their generosity.
THE CHRISTIAN BROTHERS.
Hongkong, 22nd November, 1901.

CHEONG SHING.
No. 39, Queen's Road Central,
(Opposite to Messrs. GAULP & Co.)
Jewellery and Silks, Pearls and Jadestone
Ware, Ivory Ware and Curios, Chinese
Goods of all kinds.
And also General Exporters.
An inspection is respectfully solicited.
Good quality and good workmanship
guaranteed.
Prices lower than other shops in the same
line of business. [50rd]

TAI LOONG.
1 and 3, Lyndhurst Terrace.
FOR Fancy Muslins and Piques, Flowered
Delaine, Ladies' and Children's Shoes,
New Chiffon Hats.
Hongkong, 1st May, 1902. [503d]

Intimations.

VICTORIA RECREATION CLUB.
— AQUATIC SPORTS.
THE ANNUAL AQUATIC SPORTS will
be held on the 13th instant, in the Club
Enclosure, Austin Road, (Kowloon).
Sports commence TO-MORROW at 4 P.M.
Sharp.
Admission for Gentlemen 50 cents each
day, Soldiers and Sailors in Uniform half
price.
Tickets for admission may be obtained
from the Steward, V. R. C., on day of Sports.
FRANK W. WHITE,
Hon. Secretary.
Hongkong, 12th September, 1902. [939d]

VICTORIA RECREATION CLUB.
AQUATIC SPORTS 1902.
THE COMMITTEE of the V. R. C. request
the pleasure of the Company of the
Ladies of Hongkong at the Club Enclosure,
Austin Road, Kowloon, TO-MORROW, 13th
inst., at 4 P.M. Sharp, on the occasion of the
Annual Aquatic Sports.
By kind permission of Lieut. Col. W. S.
Hardwood and Officers, the Band of the 10th
Bombay Infantry will play during the after-
noon.
FRANK W. WHITE,
Hon. Secretary.
Hongkong, 12th September, 1902. [940d]

KOWLOON SCHOOL.
THE WINTER TERM will commence on
WEDNESDAY, the 1st October,
at 9 A.M.
Applications for Admission should be made
to the Acting Inspector of Schools as soon as
possible.
Hongkong, 10th September, 1902. [953d]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
THE ORDINARY GENERAL MEET-
ING of SHAREHOLDERS in the
above Company will be held at the COMPANY'S
OFFICES, on SATURDAY, the 27th September,
at Noon, for the purpose of receiving the
Report of the General Managers, together with
a Statement of Accounts to the 30th June, 1902.
The TRANSFER BOOKS of the Company
will be CLOSED from the 13th to the 27th
September, both Days inclusive.
DOUGLAS LAIRDALE & Co.,
General Managers.
Hongkong, 10th September, 1902. [944d]

NOTICE.
THE HONGKONG DAIRY beg to notify
the Public that having received an
augmentation in their MILK supply they are
prepared to accept new customers.
All Milk is now bottled on their Causeway
Bay premises, in a well appointed Dairy under
European supervision; therefore, absolutely
pure.
Milk or Cream delivered twice daily or as
otherwise ordered to any part of Hongkong or
Kowloon in sealed bottles.
For Hongkong Dairy.
W. W. GEGG,
Manager.
Hongkong, 9th September, 1902. [945d]

GREEN ISLAND CEMENT COMPANY,
LIMITED.
PORTLAND CEMENT.
\$5.50 per Cask of 375 lbs. Net ex Factory.
\$3.50 per Bag of 250 lbs.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 15th March, 1902. [110]

STAG HOTEL,
(Established 1857),
148, QUEEN'S ROAD CENTRAL, HONGKONG.
This Hotel has been re-built in 1901,
under the most improved sanitary
principles.
It contains large airy rooms with every comfort
and facility for monthly Boarders and
Visitors making a prolonged stay.
Charges very moderate.
Apply at
THE HOTEL OFFICE.
Hongkong, 1st September, 1902. [912d]

DROZ & Co.,
WATCH MANUFACTURERS,
STEAM FACTORY ESTABLISHED 1864.
ST. IMIER, SWITZERLAND.
SPECIALITIES:
LEVER WATCH & CHRONOGRAPHS.
TRADE MARKS:
MAXIM, BERNAL, &c.
REPAIRS OF WATCHES AND CLOCKS
by competent European experts at
Moderate Rate.
No. 10, QUEEN'S ROAD CENTRAL.
Hongkong, 15th May, 1902. [526c]

HONGKONG SUBSCRIPTION
LIBRARY.
18, Bank Buildings, Wyndham Street.
FOUNDED in 1891, by DR. CANTLIE,
and conducted for several years by
H.E. POLLOCK, Esq., K.C.
TRUSTEES:
HON. J. H. STEWART LOCKHART, C.M.G.,
G. B. DODWELL, Esq.,
R. SHEWAN, Esq.
SUBSCRIPTIONS:—Payable in Advance.
\$7.50.....Per Half Year.
or
\$1.40.....Per Month.
The Library contains, in addition to Fiction,
a number of Standard Works on Biography,
History, Travels, &c., and Works of Reference;
and it is hoped to maintain it up to date.
Intending Subscribers are requested to
apply to
BERNARD LANKESTER,
Hon. Secretary & Treasurer.
Hongkong, 3rd September, 1902. [1433c]

NEW VICTORIA HOTEL.
ROTISSERIE.
Meals a la Carte.
CHOPS, STEAKS, &c., at any time,
between 7.30 a.m. and 11 p.m.
Monthly Dinner at Moderate Rates.
Madar & Farmer,
Proprietors.
Hongkong, 2nd September, 1902. [958c]

Notices of Firms.

NOTICE.
NOTICE is hereby given that E. L. STAIN-
FIELD has no interest in the Firm of
Messrs. RITCHIE & CO., 39, Des Voeux
Road, from This Date.
Hongkong, 10th September, 1902. [948d]

THE VICTORIA DISPENSARY.
NOTICE is hereby given that Mr. EDWARD
LANGLEY has CEASED to be connected
with our Business.
Mr. SOUTHERN KENT has been APPOINTED
OUR REPRESENTATIVE FOR THE HARBOUR
AND SHIPPING BUSINESS and all Orders com-
mitted to his charge will receive immediate
attention.
THE VICTORIA DISPENSARY,
J. R. CAPELL,
Manager.
Hongkong, 4th August, 1902. [846d]

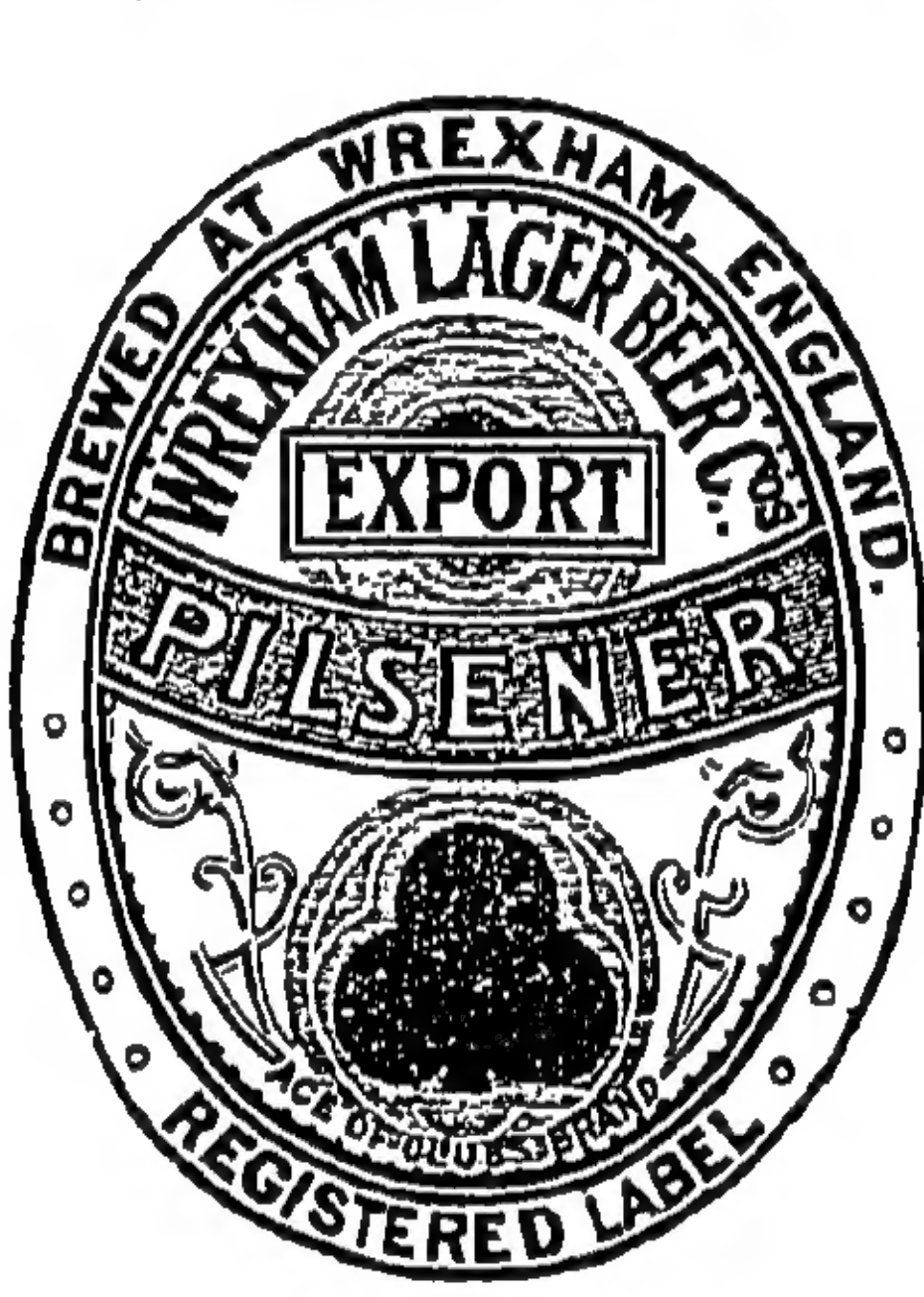
Masonic.
PERSEVERANCE LODGE OF
HONGKONG, No. 1,165.
A REGULAR MEETING of the above
LODGE will be held in the FREE-
MASON'S HALL, Zeland Street, on TUESDAY,
the 16th instant, at 8.30 for 9 p.m. precisely.
Visiting Brethren are cordially invited to attend.
Hongkong, 6th September, 1902. [937d]

To be Let.
TO LET.
HOUSES IN CLIFTON GARDENS, CON-
DUIT ROAD.
GOLDEN at BLUE BUILDINGS.
HOUSES at CAUSEWAY BAY, facing the
Polo Ground.
No. 11, MACDONNELL ROAD.
"THE RETREAT" - MT. KELLY.
A HOUSE in KIPON TERRACE.
Apply to
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.**
Hongkong, 9th September, 1902. [120c]

For Sale.
FOR SALE.
ONE BRICK-AND-IRON HOUSE
Apply at
ROOM No. 116,
Hongkong Hotel.
Hongkong, 7th August, 1902. [839d]

Intimations.

DRINK



UNEXCELLED.
SOLE AGENTS:
RITCHIE & Co.,
Des Voeux Road.
Hongkong, 24th June, 1902. [673d]

GOVERNMENT GENERAL OF
FRENCH INDO-CHINA.
THE
HANOI
EXPOSITION
WILL BE OPENED ON
3RD NOVEMBER, 1902.

THE Exposition, which is situated close to
the Railway Terminus at Hanoi, will
comprise a GRAND PALACE and MAGNI-
FICENT BUILDINGS, containing Artistic,
Commercial, Agricultural and Industrial
Productions of the greatest variety from France
and her Colonies (1st section); French Indo-
China (2nd section); and the countries of the
Far East—China, Japan, Philippines, Siam,
Netherlands India, British India, Straits Settle-
ments, Burma, &c. (3rd section).
The WEATHER in TONKIN during the
months of November, December, January, and
February, is mild and invigorating and may
be compared to a winter at Nice.
The GALLERY OF FINE ARTS will
contain more than 500 Pictures, and will be
organised under the Direction of the Inspection-
General of Fine Arts of Paris.
SPECIAL EXCURSIONS by Railways
and Steamers to the chief Places of Interest
in Indo-China (Cochin-China, Tonkin, Laos,
Cambodge, Annam) will be organised at
reasonable prices.
ATTRACTIONS OF ALL KINDS:
Military Bands, Theatres, Circuses, Concerts,
Aquatic Sports, Balloon Ascensions, Fireworks,
Dances, &c., will be provided.
REDUCED PRICES will be charged by
all Steamship Lines running to Haiphong,
from whence Hanoi may be reached in a few
hours by Railway or Steamer.
NUMEROUS First-Class HOTELS and
CAFES assure every accommodation to visitors
at moderate prices.
For FURTHER INFORMATION apply to
the French Consulates in the Far East.
P. THOME,
Commissaire-Général de l'Exposition
de Hanoi.

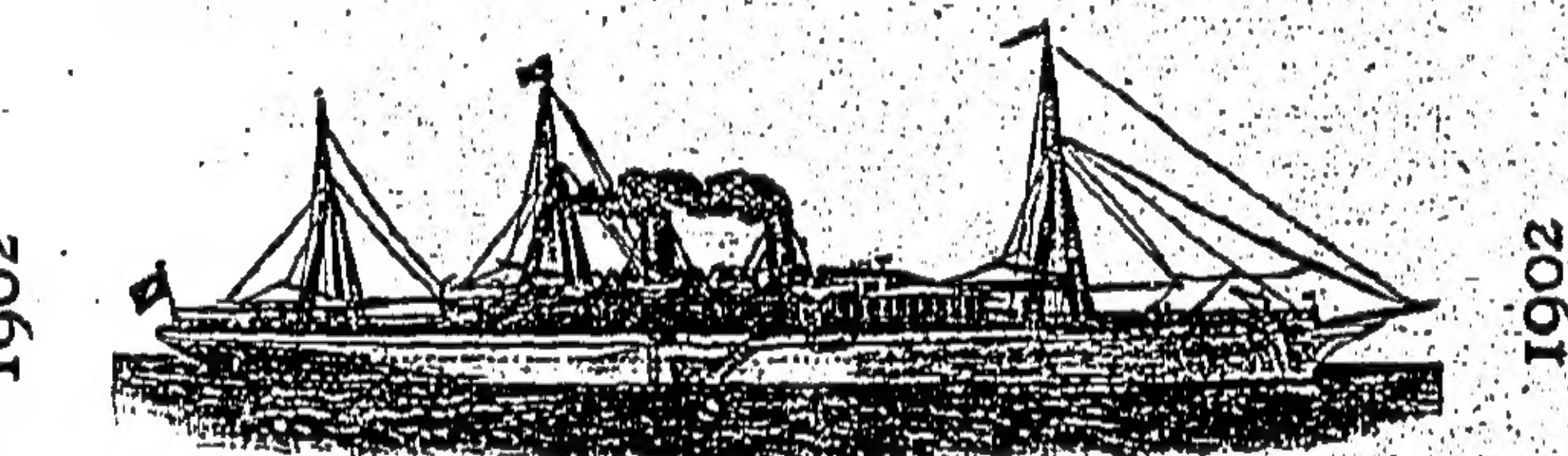
Mails.



U.S. MAIL LINES.
PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.
PROPOSED SAILINGS FROM HONGKONG.
"COPTIC".....TUESDAY, 16th September, at Noon.
"AMERICA MARU".....WEDNESDAY, 24th Sept., at Noon.
"KOREA".....WEDNESDAY, 1st Oct., at Daylight.
"GAELIC".....FRIDAY, 10th October, at Noon.
"HONGKONG MARU".....SATURDAY, 18th October, at Noon.
"CHINA".....TUESDAY, 28th October, at Noon.

THE O. & O. Company's Steamship "COPTIC" will be despatched for SAN FRAN-
CISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA
and HONOLULU, on TUESDAY, the 16th instant, at Noon, taking Freight for Japan,
the United States, and Europe. Passengers are allowed to break their journey at any point
en route.
Through Passage Tickets granted to England, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of the United States or Canada.
Passengers holding through ORDERS TO EUROPE have the choice of the Overland
Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAIL-
WAY; also the CANADIAN PACIFIC RAILWAY on payment of 44 in addition to the
regular tariff rate.
Passengers holding Orders for OVERLAND CITIES in the United States have between
SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting
Railways, and from Chicago to destination the choice of direct lines.
Special rates (First-class only) to European Ports, are granted to Missionaries, Members
of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials
located in Asia, and to European Officials in the Service of the Governments of China and
Japan.
TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are
conferred and will apply only to Missionaries, Members of the Naval and Military Services,
and to Consular and Diplomatic Officials of the Governments of China and Japan.
Return Passage.—Reduction will be made to passengers who do not hold return tickets,
making the return journey between ports in the Orient and Honolulu or beyond, within twelve
months.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway,
to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by
the Companies' and connecting Steamers.
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to
address in full; value of same is required.
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold
or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the
Companies' Office addressed to the Collector of Customs at San Francisco.
Merchants' Invoices will be sufficient for cargo or parcel (each shipment) when the value
is less than \$100. U.S. Gold.
For further Information as to Passage and Freight, apply to the Agency of the Com-
panies, Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, 9th September, 1902. [1]

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.
R.M.S. EMPRESS OF JAPAN.....Comdr. H. Pybus, R.N.R.....WEDNESDAY, 24th Sept.
"ATHENIAN".....Comdr. H. Mowatt.....WEDNESDAY, 8th Oct.
"EMPRESS OF CHINA".....Comdr. R. Archibald, R.N.R.....WEDNESDAY, 22nd Oct.
"EMPRESS OF INDIA".....Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 19th Nov.
"TARTAR".....Comdr. E. Beaham, R.N.R.....WEDNESDAY, 3rd Dec.
THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey, and
make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the
CANADIAN PACIFIC RAILWAY which leaves daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.
The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS
(second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Peltier's Street.
Hongkong, 10th September, 1902. [22c]

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE
LEVANT, BLACK SEA and Baltic Ports; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.
STAMERS. DESTINATIONS. SAILING DATES.
KONIGSBERG.....HAMBURG.....17th Sept. Freight and
Mayer.....(Calling at SINGAPORE and PENANG.) Passengers.
BAMBERG.....HAMBURG.....24th Sept. Freight.
Kirchhoff.....(Calling at SINGAPORE and COLOMBO).
FREIBURG.....HAMBURG, BREMEN and HAMBURG.....8th Oct. Freight.
Frisch.....(Calling at SINGAPORE and PENANG).
SILVIA.....HAMBURG and HAMBURG.....22nd Oct. Freight.
Behrens.....(Calling at SINGAPORE and COLOMBO).
SAXONIA.....HAMBURG and HAMBURG.....6th Nov. Freight.
Jaeger.....(Calling at SINGAPORE and PENANG).
SERBIA.....HAMBURG and HAMBURG.....19th Nov. Freight.
Brehmer.....(Calling at SINGAPORE and COLOMBO).
MARBURG.....HAMBURG and HAMBURG.....1st Dec. Freight.
Zachariae.....(Calling at SINGAPORE and PENANG).
For further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.
Hongkong, 10th September, 1902. [1]

"SOME INLAND WATERS OF CHINA."

The Chinese Empire, with its magnificent natural system of inland waterways, forms a vast area that is clearly marked out as the future cruising ground for the modern shallow draft steamer.

Prior to the declaration of the opening of the inland waters of this Empire to foreign steamship traffic—which concession was wrung from the Mandarin at Peking by Great Britain as a set-off against China's breach of faith in the matter of the Siamese Buffer State convention with France—foreign merchants had to content themselves with the *status quo*.

The negotiations recently carried on by Sir James Mackay and his colleagues has resulted, nominally at least, in the acceptance of absolutely free navigation of the riverine system throughout the Chinese Empire. A thorough regeneration of the existing official mode of procedure of the native customs is too much to expect, but some amendment is hoped for which will allow foreign merchandise to reap some benefit for the concessions made in the matter of the Tariff.

COMMERCIAL ACTIVITY.

In the present and increasing commercial activity of the age it behoves the merchant to neglect no opportunity of improving his business and especially with China, where the virgin soil is vast; and I have no hesitation in stating that trade can be enormously increased by the better means of distribution and collection offered through the medium of the shallow draft steamer, capable of penetrating into the riverine innumerable minor creeks and riverine highroads that exist in the Chinese Empire. Nor will increased trade be the sole beneficial result of the adoption of this mode of distribution, for the presence of the foreign run steamer will tend to deal a death blow to the state of Piracy and Dacoity that at present exists to such a deplorable extent, and acts as a menace to commercial progress. Likewise with more rapid and improved facilities of trade, will the foreigner be able to penetrate into the interior, place his goods upon the market unhampered by excessive extraordinary imposts and develop new fields of commercial activity—for all the products of this Empire have by no means been exploited. It has been pointed out that the Chinese purchase to the full extent of their income upon the foreign market and it is only, therefore, by the opening up of mines and exploiting new fields of industry that we can hope to increase our existing trade to any appreciable extent.

I have no desire to under-estimate in any way

THE DESIRABILITY OF RAILROAD CONSTRUCTION

in China, but I am fully convinced that the shallow draft steamer will play an important part in the opening up of this latent Eldorado to the trade of the world and benefit to orientals as well as occidentals.

In this article I shall confine myself to indicating some of the lesser known inland waterways, upon which I believe steamer traffic should be opened up, for to deal with the entire riverine system throughout this vast Empire would likewise be outside the range of my own personal knowledge.

Beginning our bird's-eye view in the north, the Liao river at Neu-chwang and the Pei-ho, running past Tientsin, may pass over as they are too well known to require any special mention, while further south the Hwang-ho or Yellow River is worthy of mention in but abusive terms. Notwithstanding that it ranks as one of the world's great waterways and wends its way to the sea from the Great Asiatic Mountain System, it is a dangerous and useless river. It is true that both goods and passengers are carried along its course in various districts, but ocean-going, or even small coasting steamers, are unable to enter its mouth owing to

THE PAUCITY OF WATER.

obtainable, and its course approaching the sea is liable to change direction at any moment. During its passage through the Maritime Province of Shantung its bottom in many places is above the level of the surrounding country, and the river is only maintained within bounds by strong embankments that occasionally break away and devastate the adjoining country, leaving thousands of the wretched natives penniless and starving. The people call the Hwang-ho "China's Sorrow"; and not indeed without sad cause.

In former years it emptied itself into the Yellow Sea north of Shanghai and, owing to the quantity of silt which it carried down, large mud banks to the present day exist along this part of the China Coast. At the present time it is filling up the south-west portion of the Gulf of Pechili. It is, however, "AN ILL WIND THAT BLOWS NOBODY GOOD" and so the peccant mandarins that form a Board of Conservation continue to grow fat upon the proceeds of Imperial Grants; and a goodly proportion of the famine relief funds, that should go to keep body and soul to the inhabitants of the flooded districts; finds its way into their elastic pockets.

In my bird's-eye view of some of the inland waters of China I cannot pass over the Imperial Canal without a few words. This artificial water-way, extending over a distance of 650 miles is not only the longest canal in the world but stands to-day as monumental evidence of China's ancient civilization and the mighty undertakings carried out by her rulers in the past. Extending from Peking in the far north to Hang-chow in the Chikiang Province it connects

THE VALLEYS OF THE HWANG-HO AND YANGTZE-KIANG.

It is constructed throughout without locks and whereas in some of its reaches it is carried above the level of the surrounding country, at others it is sunk upwards of 70 feet below the surface of the ground. A large traffic exists throughout its course, but especially

between Chinkiang where it bisects the Yangtze-kiang and Tainkiang-pu, the great main and starting place for overland travel between mid and North China. A large fleet of junks every season carries northwards the "tribute" rice that goes by this route to the Imperial granaries at Peking. In some of its reaches, notably those above Tsin-kiang-pu, it has been allowed to shoal and the embankments require repairs. Nothing is needed, however, but simple conservation to maintain it as the finest water-way of its kind in the world.

Passing southwards to mid-China we next come to the Yangtze-kiang, one of the most noble rivers in the world and the main artery of communication and commerce of the teeming MILLIONS OF INDUSTRIOUS SONS OF HAN that people its fertile valley. One must, indeed, travel up its broad waters in one of the luxurious river steamers to fully realise its size and the extent of its resources.

Starting upwards from the mouth of the Yangtze-kiang, the first water-way of any importance met with is the Whampoo, which connects the Great Emporium of Shanghai with the sea. At present large ocean-going steamers must discharge part of their cargoes at Wo-sung before they can cross the inner bar and come alongside at the settlement. Under the terms laid down in the recent Protocol between China and the Allied Powers provision has been made for the dredging and maintenance of a deep channel through this bar to allow of free ingress and egress of the largest ships, which will be of obvious benefit to the great commercial port in mid-China.

Proceeding up the Great River we arrive at Chin-kiang, the first treaty port above Shanghai, where the Grand Canal crosses in its northerly course.

Politics form no part of this article, but I may perhaps be permitted to

CORRECT AN ERRONEOUS IDEA

that exists regarding the Yangtze valley and state that no exclusive British sphere of influence exists therein. We share in common with other nations the import and export trade, and if that trade is greater than that of other countries it is merely because we happened to be the first in the field. Evidence exists, however, to show that our commercial rivals mean to push us hard in the race for trade supremacy and while at one time we held a monopoly of the water borne traffic, other nations are at present not only competing with us on the existing routes but are likewise bent upon exploiting ahead of us some of the virgin water-ways that form the subject of this paper.

Continuing our passage past Nanking and Wuhu and a few miles before we reach the treaty port of Kiu-kiang, we pass the entrance to the picturesque Poyang Lake which drains the province of Kiangsi. It forms the basin into which the waters of the Nan-kiang, Kiu-kiang and Fu-ho rivers discharge themselves and in which ordinary cargo-junk can ply their trade nearly all the year round. The first named river runs past the capital, Nan-chang fu, to Kan-chau, the terminus for large cargo boats but smaller batjeaux ply upon its waters as far as Nan-gan on the borders of Hu-nan some 300 miles above the lake. A very

LARGE TRAFFIC EXISTS

upon this water-way and in the old days when goods were largely carried over the Meiling Pass it was estimated that about 100,000 tons of shipping lay alongside the wharfs at the capital. The exports from this province are large and varied, comprising rice, wheat, cotton, silk, indigo, sugar and tea. Large shipments of the latter as well as porcelain from the factories at King-teh-chin reach Kiu-kiang from the S E shores of the lake.

This province is well worthy of the pioneer's attention and great facilities for the development of trade are offered to any company that will equip a fleet of shallow-draft steam-wheel steamers of 200 feet by 20 feet in length, or even a little larger, constructed for passengers and cargo. Such boats can with ease stem the strong current that at present causes much labour and delay to cargo junks in the short up stream passage from the Poyang Lake to the treaty port of Kiu-kiang.

Continuing our upward passage from Kiu-kiang we at last reach Hankow, the great teapopolis which forms—with the city of Wu-chang on the opposite bank—the commercial capital of central China, 600 miles above Shanghai.

Large river steamers ply regularly between these ports and during the tea season which occurs almost at the highest period of the waters (when the melted snows of the Tibetan Mountain system add to the volume of the river) ships drawing upwards of 27 feet of water, as well as large foreign men-of-war are seen in the very heart of the Empire at anchor opposite Hankow.

Branching away north-westwards from this port is

THE HAN RIVER,

which is navigable by large cargo boats for six months yearly to Hanchung, about 1,200 miles up its course and for smaller boats all the year round. An erroneous idea exists that this river is navigable only as far as Fén-ch'eng, some 300 miles above Hankow. The valley of the

Han is a rich one and therein lies a large field for commercial exploration. Its mouth is somewhat contracted and deep and the freshets that pour down the lower portion of its course involve a large amount of extra work on the crews of the existing native craft, whose mode of ascent—common indeed to all Chinese waters—is by tracking—as many as 50 men being required at certain times, and places upon the drag ropes. With steam communication upon the river all this extra energy and expense will be obviated. As we proceed up the Han river it widens out until at certain places during the high water season it resembles a great lake. Still all that the navigator requires is to have the channels properly buoyed up to guide the passage of his steamer to and fro. That exploration in this valley will well repay the commercial pioneer, I feel convinced, and a thorough examination of its entire area will be the means of adding to the list of exports that find their way down its waters to Hankow.—*Singapore Free Press.*

COTTAM & CO. FOR GENT'S BATH-ING GEAR.

THE CHINAMAN'S INTERPRETATION.

One of the latest fads among America's fashionable dandies is the wearing of belts ornamented with Chinese characters in silver. The characters are generally chosen at random, for as few persons can read Chinese the meaning of the hieroglyphics is regarded as of no importance. Nevertheless, in the case of one of the belted beauties the fashion has an extremely droll result. Quite lately she met a Chinaman who expressed his admiration of the sentiments set forth in the lettering of her belt. "It is beautiful," he said, "and I congratulate you on the excellence of your mottoes, which, I think, are unusual in your country." "Oh, the sentiments," replied the gratified owner of the adornment. "Do tell me what the characters mean." "There are but two wishes expressed," said the Chinaman, "but as they are repeated several times over I know they must be your true aspirations; one is, 'May all my enemies die by torture' and the other is, 'May I have fifty sons!'"

THE DREYFUS AFFAIR.**AN INTERESTING LETTER**

The *Radical* (Paris) contains a letter from M. Alfred Dreyfus to M. Ranc, who recently discussed in that journal the reports from America to the effect that M. Hugues Le Roux, when lecturing there, had affirmed the guilt of Captain Dreyfus. M. Le Roux himself took the trouble to deny that he had ever said anything of the sort, but this incident has afforded Captain Dreyfus an opportunity of informing the public that General de Galliffet knew he was not guilty of the crime of which he was accused. The moment chosen for the publication of this letter is no doubt as happy a one as Captain Dreyfus could have found, for General de Galliffet is now publishing his memoirs in the *Gauche* and *Debut*, and by his admissions on the Commune he has been somewhat reinstated in good graces of some Conservatives who never pardoned him for accepting office in the Waldeck Rousseau Ministry. The chief passages of the letter are as follows:

"You shrug your shoulders in presence of such stupidities. A few weeks ago General de Galliffet said to our friend Mr. Joseph Reinich, who authorized me to make any use I liked of the remark: 'The *bordereau* is the work of a Frenchman.'"

"Need I tell you that this whole story is an abominable lie, and that I have never had any relations with Russia any more than with Germany? You would do me a great service by publishing this letter. It is the only way I have of killing this other atrocious and stupid legend. It must be brought out to the light of day and it will then be destroyed. The Russian government will, perhaps, be believed when it affirms that it has never had relations with me. I defy General de Boisdeffre to say that I was ever in relations with Russia. M. Hugues

"As every one now knows that I am not the AUTHOR OF THE BORDEREAU, certain persons are scattering broadcast the rumour that it is quite true that I never had any relations with Germany; but that I did have relations with Russia. This is not printed in black and white, but it is being hawked about. According to some persons I sold to Russia intelligence concerning the real state of our mobilization, proving the falsity of the information produced by General de Boisdeffre when the alliance was concluded. According to others I was invited by General de Boisdeffre himself to send to Russia a statement of our preparedness for mobilization (given me by the general himself), so that the figures of the effective obtained by espionage might confirm those officially given.

Le Roux relates that M. Felix Faure said to him, 'Revision of the Dreyfus case is necessary because it is legal.' M. Felix Faure is thought to have known better than any one all the circumstances relative to the Franco-Russian alliance. He knew, too, that I was perfectly innocent. The day will come when a startling *fait nouveau* will finally permit me to obtain legal revision and to ask that my legal honour be restored to me. But meanwhile help me to have done with this stupid legend which is skulking in the shadow."

Intimations.**THE NEW FRENCH REMEDY****TRADE THERAPION MARK**

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Jobert, Vulpes and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a really abortive, cures a few days only, restores all discharges from the urinary organs, effectually expelling the cause of disease, which is the only remedy of this kind, and is the only one that restores strength and vigor to the debilitated.

THERAPION No. 2 is a really abortive, cures a few days only, restores all discharges from the urinary organs, effectually expelling the cause of disease, which is the only remedy of this kind, and is the only one that restores strength and vigor to the debilitated.

THERAPION No. 3 is a really abortive, cures a few days only, restores all discharges from the urinary organs, effectually expelling the cause of disease, which is the only remedy of this kind, and is the only one that restores strength and vigor to the debilitated.

THERAPION No. 4 is a really abortive, cures a few days only, restores all discharges from the urinary organs, effectually expelling the cause of disease, which is the only remedy of this kind, and is the only one that restores strength and vigor to the debilitated.

Consignees.**OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.****NOTICE.****CONSIGNEES OF CARGO per Steamship "COPTIC."**

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 6th September, 1902.

STEAMSHIP "OCEANIC."**COMPAGNIE DES MESSAGERIES MARITIMES.****NOTICE TO CONSIGNEES.**

CONSIGNEES of Cargo from London and Antwerp, ex s.s. *Sidon*, and Bordeaux, ex s.s. *Ville de Bordeaux*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 7th instant, requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 15th instant, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 15th instant, or they will not be recognised. All damaged packages will be examined on MONDAY, the 15th instant, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 8th September, 1902.

NIPPON YUSEN KAISHA**NOTICE TO CONSIGNEES**

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE

THE Company's Steamship

"NABA MARU"

having arrived from the above Ports, consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY. Goods not cleared by the 17th instant will be subject to rent.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 20th instant, or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 10th September, 1902.

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SILVIA,"

Captain Behrens, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY. Any cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 3 P.M. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 11th September, 1902.

"FOR THE BLOOD IS THE LIFE."**Clarke's Blood Mixture**

THE WORLD-FAMED BLOOD PURIFIER AND RESTORE

IS WARRANTED TO CLEAN THE BLOOD

from all impurities from whatever cause arising, is sufficient to effect a permanent cure in the great majority of long-standing cases—BY ALL CHAP-DRUGGISTS AND PATENT MEDICINE VENDORS throughout the world. Proprietors: THE LINCOLN AND MIDLANDS COTTONS DYE COMPANY, Lincoln, England. Trade Mark—"Blood Mixture."

Clarke's Blood Mixture is sold in Bottles of 1s. each, and in cases containing six times the quantity, is sufficient to effect a permanent cure in the great majority of long-standing cases—BY ALL CHAP-DRUGGISTS AND PATENT MEDICINE VENDORS throughout the world. Proprietors: THE LINCOLN AND MIDLANDS COTTONS DYE COMPANY, Lincoln, England. Trade Mark—"Blood Mixture."

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Mails.**NIPPON YUSEN KAISHA.**
(THE JAPAN MAIL STEAMSHIP COMPANY.)**PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.**

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU..... F. L. Sommer	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SAURDAY, 20th Sept., at Daylight.
KINSHU MARU..... F. L. Pyne	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 22nd Sept., at 4 P.M.
IDZUMI MARU..... F. W. Horton	KOBE	THURSDAY, 25th Sept., at Noon.
HITACHI MARU..... J. Campbell	KOBE and YOKOHAMA	FRIDAY, 26th Sept., at Daylight.
YAWATA MARU..... A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 26th Sept., at Noon.
AWA MARU..... N. Trenn	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 4th Oct., at Daylight.
KUMANO MARU..... E. W. Haswell	SYDNEY and MELBOURNE, VIA THURSDAY ISLAND	SATURDAY, 4th Oct., at Noon.
MIKE MARU..... M. Yagi	MOJI, KOBE and YOKOHAMA	TUESDAY, 7th Oct., at Noon.
SHINANO MARU..... W. H. Cope	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 8th Oct., at 4 P.M.
WAKASA MARU..... J. B. Macmillan	KOBE and YOKOHAMA	FRIDAY, 10th Oct., at Daylight.
HOSHIOH MARU..... T. Murai	SINGAPORE, PENANG, COLOMBO and BOMBAY	FRIDAY, 10th Oct., at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Hongkong Office, 11 Prince's Building, 1st Floor, Charter Road.

A. S. MIHARA,
Manager.

COMPAGNIE DES MESSAGERIES MARITIMES.**PAQUEBOTS-POSTE FRANCAIS.****NOTICE.**

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 22nd September, 1902, at 1 P.M., the Company's Steamship "LAOS," Captain Flaudin, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITH TRANSIT PASS. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P

TELEGRAMS.

(Reuters.)

A New Steamship Line—America to the Far East.

LONDON, September 10th.
An America-Asiatic Steamship Company has been formed in New York for the purpose of establishing a monthly service of steamers from New York to the Far East.

Crimes Act Prosecutions.

Summonses under the Crimes Act have been served on the editor and publishers of the *Irish People* at Dublin, on charges of intimidation and criminal conspiracy.

LATER.

The St. Leger.

The following is the result of the race for the St. Leger Stakes run at Doncaster to-day.

Scipio 1
Rising Glass 2
Friar Tuck 3

The Sinking of a Haytian Gunboat.
Captain Killick commanding the *Citadel* remained on board his ship to fire the powder magazine, and perished.

The Boer Generals in Holland.

The Dutch premier had a long interview with the Boer Generals Botha, Delarey, and De Wet to-day.

(Shanghai Times.)

Political Aspirants in the Philippines.

PHILIPPINES.
FACTION SQUABBLING.

MANILA, September 7th.

Governor Taft finds faction feeling much higher among political aspirants in the Philippines than when he went away last year. Natives upon whom he bestowed high office because of their supposed influence, over the Filipinos have apparently served themselves rather than any superior allegiance, with the result that the Federal Party has become mainly an office-holding clique, intent on saving official places and emoluments for themselves. Daily conferences at the Governor's office are understood to threaten an official shake-up in the near future. Americans left in charge of the civil administration in the provinces, arriving in Manila to report on outside conditions. Many political changes will probably result. General Wright, who was Acting-Governor, will soon go home on leave. In the section case, in which the editor and publisher of the *Freedom* are on trial for criticizing civil administration and native appointments, to office, appeal will be carried from the insular tribunal to Washington, on the constitutional ground which guarantees freedom of speech and press.

(Shanghai Mercury.)

Japan and South Africa.

IMMIGRATION AND STEAMSHIP SERVICE.

LONDON, 6th September.

The Japanese Minister of Commerce has arrived at Pretoria. It is understood that his mission refers to the immigration of Japanese agriculturists to South Africa as well as the import of Japanese products and the possibilities of a direct steamship service between Japan and South African ports.

Russia's Naval Strength in the Far East.

The *Sveti*, a Russian newspaper, in discussing the world's naval arrangements, urges that in face of the Anglo-Japanese combination in the Pacific, Russia must concentrate her energies on quintupling the fighting strength of her present squadron in Chinese water.

(In Ostasiatische Lloyd.)

The German Manoeuvres.

The American military officers, who as guests of the Emperor are witnessing the great German manoeuvres, are much distinguished. Especially is this the case with General Wood, who is considered to be the future commander-in-chief of the United States army.

The Czarina.

The miscarriage of the Czarina, has, according to St. Petersburg reports, not endangered the possibility of her giving birth to further descendants.

MISSIONARIES IN CHINA.

A PLEA FOR STRICTER REGULATION.

The murder of two missionaries at Chenchow will bring into the troubled arena of politics the whole question of missionary enterprise in China. That there is need for reform of both our policy and our method of dealing with missionary work is shown not only by the recent outrage but by the whole history of missionary work in China. That history demonstrates with absolute clearness the need for the complete control and regulation of missionary work. About the year 1860, missionaries were granted certain treaty rights. In that way, the British Government made itself responsible that these rights, so far as they affected British subjects, should be respected. Such a policy may have been right or wrong; one effect of it was to give a certain amount of colour to

THE BELIEF OF THE CHINESE.

that the end to be served by missionary work is a political one, and that missionaries are political agents sent out by their respective Governments in order to undermine the loyalty and allegiance of the Chinese subjects. Other consequences it may have had, good as well as bad, are things, however, certain, that the natural and obvious corollary to such a policy was to place the missionaries, for whom we had accepted responsibility, under

some sort of government control or supervision. This the Government would have been able to put some limit to the extent of its responsibility.

In the present unsatisfactory state of affairs, it is left entirely to the discretion of the missionary as to what use he shall make of Government protection. Now, if there is anything that the missionary cherishes in the whole armoury of his equipment against the infidel, it is this particular thing—discretion. Place him amongst a herd of wild bulls, instead of getting upon the other side of the fence with commendable speed, his first action will be to produce a small red flag. Although only a miracle can save him his belief in

THAT PARTICULAR MIRACLE.

sustains him to the end. In the eloquent words of the late Mr. Michie, "To introduce such a complex ferment into the Chinese body politic was a psychological experiment on a colossal scale and also irrevocable. It was, therefore, an experiment which demanded the kind of precaution used in handling dangerous chemicals."

But apart from the need of the supervision and control of missionaries, the immense responsibility undertaken on their behalf is sadly out of proportion to the measure of success which has attended their labours. Although Christianity was introduced as far back as the 6th century, it has never been a thriving plant. Even when it has taken hold, the first stress of weather has generally served to uproot it. Only in the reign of Khanghi do we find it to have made substantial progress. Stimulated by his gracious approval, Christianity may even be said to have flourished. When, however, that approval was withdrawn, Christianity as a religion of the Chinese disappeared with amazing, almost incredible, rapidity.

THE GREAT LEADER OF THE TAIPIR REBELLION.

was a Christian; he murdered 20 millions. In Manila, a law was passed which prohibited any Chinaman who was not a Christian, from marrying a Tagalo woman (an aboriginal Filipino). Immediately, a great revival set in; all the Chinamen were duly and formally baptised. When, however, in the course of a few years, the Chinaman had earned for himself a competency in this world's goods, forsaking the land of his adoption, he returned to his native land, and left behind him both his wife and his religion.

It is true, one does not read interesting stories of this nature in the reports sent home by missionaries. The following is an excerpt from a missionary report:—"Now for the news. Glorious news this time! Our services crowded! Such bright intelligent faces! So eager to hear the good news! They seemed to drink in every word and to listen as if they were afraid that a word might be lost. Even the missionary, however, is not always so optimistic, nor, it must be added, does he always show so little insight into the Chinese character. As an exposition of the characteristics of

THE UNEDUCATED CHINAMAN.

the following quotation from *The Chinese Empire*, written by Monsieur Huc, the great French Missionary, could hardly be surpassed, Monsieur Huc says:—"A burning thirst to realise some profit, great or small, absorbs all his faculties—the whole energy of his being. He never pursues anything with ardour except riches and material enjoyments. If he takes up a moral or religious book, it is only by way of amusement—to pass the time away. If you speak to him of the foundations of faith of the principles of Christianity, of the importance of salvation, the certainty of a life beyond the grave—all these truths which so powerfully impress a mind susceptible of religious feeling, he listens to with pleasure, for it amuses him and piques his curiosity. He admits everything, approves of all you say, does not find the least difficulty or make the smallest objection. In his opinion, all this is true! He is grand! and he puts himself into an oratorical attitude and makes a beautiful speech against idolatry and in favour of Christianity. To listen to him you would think him just ready to become a Christian; in fact, that he was such already. Yet he has not advanced one single step."

The Chinaman, so to speak, was not born yesterday. He belongs to a MIGHTY NATION which has witnessed the rise to glory and the decay of Egypt, Assyria, Babylonia, Persia, Greece and Rome, and still remains the only monument of ages long bygone; a people whose prepossessions and prejudices and cherished judgments are the growth of millenniums.

As he is to-day, so he has been throughout the ages; there has been little change. Mass of numbers, duration of time, and absolute isolation have made him the finished and stubborn article he is to-day. With such a history behind him, cynically minded people might be inclined to call a halt to missionary enterprise. Even eminent missionaries have looked upon the task as almost a hopeless one. But though there is certainly no reason to be jubilant, we do not think it is yet time to despair. There must, however, be a great change in the manner of conducting the campaign. Missionaries must be put under proper supervision; they must be prohibited, if possible, from penetrating recklessly into the interior. A strict revision of the conditions of travel and residence is much to be desired; so that some limit might be set to the

IRRESPONSIBLE VAGRANCY OF EUROPEAN SUBJECTS.

over remote and fanatical parts of the Chinese Empire. Missionaries should be sent out who are conversant with the history of China, and, therefore, with a knowledge of the difficulties that confront them; men who will have at heart not only the true interests of the Divine Master, but who will recognise and respect the responsibility of the country under whose auspices they work, and under whose flag they march. Impulsive virtue and rank enthusiasm are not necessarily the highest credentials for a successful missionary career.

To dispel the mists of suspicion and distrust which surround and so greatly handicap the missionary in his work, it is also necessary that mission establishments should be thrown open to inspection by Government officials. Until reform on these or similar lines has been inaugurated, we shall have no right to expect that the grim hand of Tragedy shall not soon again disfigure the fair face and fame of missionary enterprise in China.—*China Gazette*.

THE BOXER BEAUTY OF SZECHUAN.

LEADER AND FLIRT.

A charming tale of love and heroism unfolded in a Chungking despatch to the *North China Daily News*, which reports that the most formidable leader of the Chingtu Boxers is a female of the surname of Liao, a natural-looking woman with considerable pretensions to beauty, grace and of much courage and daring, and who on account of her good looks is known by the appellation of Liao "Kuan Yin." Kuan Yin being the designation of the Buddhist "Goddess of Mercy." Her beauty naturally brought to her standard a large number of well-known desperadoes and bandits, who were only too glad of assuming the cloak of Boxer fanaticism to plunder and devastate the country around. At first, it is reported, that her own innate courage and recklessness, aided by her bandit allies, carried everything before her. She could then number nearly 10,000 partisans under her standard, and encouraged by success she ventured to march upon Chingtu in the hopes of surprising and capturing the capital, as her predecessors in Chihli did in 1900 when they took possession of Peking. But, womanlike spite her ambitious schemes by being a coquette. She made

at the same time with all the six principal bandit chiefs who were supporting her and who were magnetised by the glamour of the woman's beauty, by giving each, in turn, promises of their hand and favour. It was her intention, it is thought, to play off one against another while keeping them all under her thumb. She, however, was ignorant, or perhaps did not anticipate that she was playing with edged tools and that the savage bandit, reckless and unscrupulous to bridle their fierce passions, qualities which brought them to the top of their own calling—would brook no rivals with the result that while Liao "Kuan Yin" was at a place called Shianpau, concentrating her Boxers and appointing commands to each of her six lovers, by a languishing look here, or a coquettish smile there she aroused

THE GREEN EYED MONSTER amongst them. At last when a reckless affection of concern was shown by her to the youngest and handsomest of the six, an unlucky moment in the presence of the other five, the demon of jealousy was aroused in such a pass that without more ado they passed their swords into the favoured one's breast. Taking advantage of the commotion thus raised, the remaining five lovers thought it a good opportunity to remove rivals, with the result that three more bit the dust that day, leaving only two in the field. One of the two, however, had his eyes open, and being a particularly ill-favoured looking person rightly conjectured that he had little chance as a successful lover, more especially as the woman was a coquette, and her favours, even if he did get them, would be at best but ephemeral. So taking with him everything he and his followers could lay their hands on, the man took French leave of this Szechuan Circle the same night, as did also the surviving followers—there had been of course

A GENERAL FIVE-CORNERED PITCHED BATTLE.

of the four chiefs who had gone to Hades because of Liao "Kuan Yin," and who had been hastened thereto by the weapons of their rivals. When the woman and her remaining lower the next morning calculated the number of their joint forces and their united stores and ammunition, they found that they had only 400 bandits and 300 Boxer boys and youths between them, while of the stores and ammunition not a single bit, these having been surreptitiously carried off by the seceding forces the night before. Just then spies came rushing into camp calling out that a body of 2,500 Government troops, under Provincial Judge Chen Yu, was approaching and was within a mile of the camp. A panic ensued, the bandits and their chief scattered for the hill country, so that, left with only a few boys of from twelve to fourteen years of age, Liao "Kuan Yin" had to make herself "scarce" also, and so went into hiding. This was about two months ago. Since then Liao "Kuan Yin" has learned wisdom. Her beauty, of course, has lured many men to her standard, but she has been careful of repeating the tragedy narrated above, with the result that her present forces are the most numerous of all the Boxer bands in Szechuan and she is at present the most powerful chief in the province.

FAMINE AND PLUNDER IN KWANGTUNG.

The city of Kweichow in Kwangtung is on the verge of famine, observes the *Shanghai Times*. Prices of all the necessities of life have advanced beyond the means of the people. Fourteen catties of rice will cost seven and one-half taels. Many poor people have already starved, while those who survived are first turning to robbers.

One day last week, 10 robbers, all heavily armed entered a custom house and ransacked it. No one dared oppose them, and they got away with plunder worth 160 taels.

Loong-chow lies just between the provinces of Kwangtung and Kwangsi and it is famous as a centre for all the rioters of the two provinces. The place is inhabited by many gangs of rioters each occupying a station for itself. Among these gangs, one, under the leadership of Wong Foh Ding is the strongest. Soldiers under the lead of General Su were sent to quell them, but his small force was unable to overthrow them. Consequently he has despatched to Peking for reinforcements.

THE COMMERCIAL TREATY.

INLAND WATERS NAVIGATION.

The Commercial Treaty, between Great Britain and China, which was signed at Shanghai on the 5th inst by Sir James Mackay on behalf of the King, and Lu Hai-huan, President of the Board of Public Works, etc., and Sheng Hai-huan, Junior Guardian of the Helt Apparent, etc., on behalf of H.M. Kwang Hsu, Emperor of China is a lengthy document containing three annexes. The first of these consists of explanatory letters passed between the Commissioners, the second of the memorial from the Viceroy Liu and Chang to the Throne, regarding the status of the new taxes, and the third, the additional rules for Inland Waters Navigation.

The latter will doubtless be of interest to many of our readers so we reproduce it in full, though it is our intention to give the whole text of the agreement.

THE FOLLOWING IS ANNEX C.—

ADDITIONAL RULES.

1.—British shipowners are at liberty to lease warehouses and jetties on the banks of waterways from Chinese subjects for a term not exceeding 25 years, with option of renewal on terms to be mutually arranged. In cases where British merchants are unable to secure warehouses and jetties from Chinese subjects on satisfactory terms, the local officials, after consultation with the Minister of Commerce, shall arrange to provide these on renewable lease as above mentioned at current equitable rates.

2.—Jetties shall only be erected in such positions that they will not obstruct the inland waterway or interfere with navigation, and with the sanction of the nearest Commissioner of Customs; such sanction, however, shall not be arbitrarily withheld.

3.—British merchants shall pay taxes and contributions on these warehouses and jetties on the same footing as Chinese proprietors of similar properties in the neighbourhood. British merchants may only employ Chinese agents and staff to reside in warehouses engaged at places touched at by steamers engaged in inland traffic to carry on their business; but British merchants may visit these places from time to time to look after their affairs. The existing rights of Chinese jurisdiction over Chinese subjects shall not by reason of this clause be diminished or interfered with in any way.

4.—Steam vessels navigating the inland waterways of China shall be responsible for loss caused to riparian proprietors by damage which they may do to the banks or works on them and for the loss which may be caused by such damage. In the event of China desiring to prohibit the use of some particular shallow waterway by launches, because there is reason to fear that the use of it by them would be likely to injure the banks and cause damage to the adjoining country, the British authorities, when appealed to, shall, if satisfied of the validity of the objection, prohibit the use of that waterway by British launches, provided that Chinese launches are also prohibited from using it.

But Foreign and Chinese launches are prohibited from crossing dams and weirs at present in existence on inland waterways where they are likely to cause injury to such works, which would be detrimental to the water service of the local people.

5.—The main object of the British Government desiring to see the inland waterways of China opened to steam navigation being to afford facilities for the rapid transport of both foreign and native merchandise, they undertake to offer no impediment to the transfer to a Chinese company and the Chinese flag of any British steamer which may now or hereafter be employed on the inland waters of China, should the owner be willing to make the transfer.

In event of a Chinese company registered under Chinese law being formed to run steamers on the inland waters of China the fact of British subjects holding shares in such a company shall not entitle the steamers to fly the British flag.

6.—Registered steamers and their tows are forbidden, just as junks have always been forbidden, to carry contraband goods. Infraction of this rule will entail the penalties prescribed for such an offence, and cancellation of the Inland Waters Navigation Certificate carried by the vessels, which will be prohibited from thereafter plying on inland waters.

7.—As it is desirable that the people living inland should be disturbed as little as possible by the advent of steam vessels to which they are not accustomed, inland waters not hitherto frequented by steamers shall be opened as gradually as may be convenient to merchants and only as the owners of steamers may see prospect of remunerative trade.

In cases where it is intended to run steam vessels on waterways on which such vessels have not hitherto run, intimation shall be made to the Commissioner of Customs at the nearest open port who shall report the matter to the Ministers of Commerce. The latter in conjunction with the Governor-General or Governor of the Province, after careful consideration of all the circumstances of the case, shall at once give their approval.

8.—A registered steamer may ply within the waters of a port, or from one open port or ports to another open port or ports to places inland, and thence back to such port or ports. She may, on making due report to the Customs, land or ship passengers or cargo at any recognised places of trade passed in the course of the voyage; but may not ply between inland places exclusively except with the consent of the local authorities.

9.—Any cargo and passenger boats may be towed by steamers. The helmsman and crew of any boat towed shall be Chinese. All boats, irrespective of ownership, must be registered before they can proceed inland.

10.—These Rules are supplementary to the Inland Steam Navigation Regulations of July and September, 1898. The latter, where untouched by the present Rules, remain in full force and effect; but the present Rules hold in the case of such of the former Regulations as the present Rules affect. The present Rules, and the Regulations of July and September, 1898, are provisional, and may be modified, as circumstances require, by mutual consent.

THE CANTON-HANKOW RAILWAY.

MEASURES FOR THE PROTECTION OF FOREIGNERS.

According to a Canton correspondent of the *Shanghai Times*, Mr. Willis E. Gray, representative of the company which has the Canton-Hankow railway concession, has reached there from Shanghai, for the purpose of pushing construction work. His staff consists at present of six Americans, and he has engaged for immediate service about 300 labourers. Mr. Gray and staff have hoped to quarter themselves comfortably there, for they expect to make Canton headquarters for the direction of the work. With that purpose, the members of the staff tried for a week to provide themselves with a company house or houses, which might serve as a living place for those on duty at Canton, and a sort of home for those returning from time to time from details up the line. Mr. Gray has added his efforts to those of the staff in the two days since he came. They have been unable to find anything suitable in Shanghai, and the party continue to live in their trunks at the hotel.

In anticipation of frequent trips into the interior by members of the staff and by others whom curiosity or interest in the railway venture may attract in the same direction, the Viceroy, under orders from Peking, has issued instructions to all district officials to facilitate in every way possible the travel of foreigners, to engage for them upon request coolies, boats or chairs and to see that they are not molested.

There is apparently reason enough for these precautions, for while the province is not now specially unruly, it is in no better condition than usual, and when other pretence for trouble fails the anti-foreign cry may always be effectively raised. When placards appear in the native city warning the people against drinks and medicines concocted by foreigners, or against crafty inducements, whereby natives may be trapped by the church, they are usually detected quickly enough to procure their removal before they can incite widespread mischief; but in remote districts the placards remain up, and in regions which the railway projectors must visit are ever watching for chance to enslave the Chinese by getting them to drink a medicine prepared from the eyes of children and the hearts of men, one draught of which renders the recipients helpless. With this notion well instilled into the native mind, it is easy for those inclined to mischief to set it going at any time. An element not only numerous but well armed is ready for riot upon the slightest provocation, and it seems easy at any time to enlist any number of men to ward off a peril that has no place except in the disordered fancy of agitators.

"LOWTHER CASTLE" AGAIN AFLOAT.

The big steamer *Lowther Castle* which ran ashore near the Bell Buoy off Shanghai the Saturday before last was towed off into deep water last Saturday by the tugs *Fuhlee* and *Samson*.

The *Lowther Castle* left Woosung at 12.30 p.m. Saturday week and was very lightly laden. While nearing the Bell Buoy, about 40 miles from Shanghai, the heavy weather forced the vessel ashore. Sunday the news was telegraphed to Shanghai and the tugs *Fuhlee* and *Samson* were despatched to the scene, towing cargo boats for the purpose of transferring the cargo of the steamer in order to lighten her and facilitate the work of the tugs in towing her into deep water. The work was accomplished Saturday. The *Lowther Castle* sustained a few slight injuries which will necessitate her going into the dock for repairs.

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:

On the 12th at 11.35 a.m. Pressure apparently low in the Pacific to the NE. of Luzon, and is highest between the E. coast of China and W. Japan.

The barometer has fallen slightly along the China coast. Gradients slight: with light, variable winds, along the China coast, and Moderate NE. winds in the N. part of the China Sea.

Forecast:—light variable winds; fine.

Commercial.

TO-DAY'S INTELLIGENCE.

There is still very little doing in the Share market. In HANKS there are buyers at \$595, sellers \$597.50. CHINA SUGARS are inquired for at \$97.50. CHINA and MANILA, \$81.50 to \$82.50, in demand. DOUGLAS STEAMSHIP, are wanted at \$42.00; while D.C.S. are at \$25.00 sellers. INDO-CHINAS are freely offering at \$80.00.

OPIUM QUOTATIONS.

Hongkong, 12th September.

To-day's quotations are as follows:—
NEW PATNA @ \$90
BENARES @ \$87
OLD PATNA @ \$90
BENARES @ \$91
NEW MALWA @ \$70/100
OLD @ \$70/100
Best quality @ \$60

To-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.
THE SPOONS (INTERPORT PRACTICE).

THERE will be a COMPETITION as above TO-MORROW (SATURDAY), the 13th instant, commencing at 2.30 P.M. RANGES—200, 500 and 600 yards. Seven Shots and a Sighter at each Range. MOWBRAY, S. NORTHCOTE, Hon. Secy.

Hongkong, 12th September, 1902. [3]

PUBLIC AUCTION.

THE Undersigned have received instructions from A. ESMAJEE, Esq., to Sell by PUBLIC AUCTION,

on WEDNESDAY, the 17th September, 1902, at 3 P.M., No. 28, GAGE STREET, THE WHOLE OF HIS HOUSEHOLD AND OFFICE FURNITURE. (Catalogues will be issued.) TERMS:—As Usual.

HUGHES & HOUGH, Auctioneers.
Hongkong, 12th September, 1902. [3]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW. THE Company's Steamship

"THALES" Captain Robson, will be despatched for the above Port TO-MORROW, the 13th instant, at 4 P.M.

For Freight or Passage apply to DOUGLAS LARRAIK & CO., General Managers.
Hongkong, 12th September, 1902. [3]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GLENOGLE" FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents.
Hongkong, 12th September, 1902. [3]

THE POPULAR

SCOTCH WHISKY

15

BUCHANAN'S

"BLACK AND WHITE."

SOLD AT MOST CLUBS AND HOTELS.

SOLE AGENTS:

LANE, CRAWFORD & CO.

HONGKONG.

COTTAM & CO. FOR SUMMER UNDERWEAR.

COTTAM & CO. FOR WASHING HOW TIES.

COTTAM & CO. FOR TRESS'S STRAW and FELT HATS.

COTTAM & CO. FOR PANAMA HATS.

Shipping—Steamers.

OCEAN STEAM SHIP CO. LIMITED.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"MACHON" 12th September, 1902.	
"	"ACHILLES" 25th "	
"	"MEVELAUS" 1st October, "	
"	"AGAMEMNON" 16th "	
"	"DEVALION" 16th "	
"	"PATROCLUS" 24th "	
"	"STENTOR" 30th "	

HOMEWARDS.

"DARDANUS" 16th Sept., 1902.	
"DIODE" 30th "	
"NESTOR" 14th Oct., "	
"ACHILLES" 28th "	
"MEVELAUS" 11th Nov., "	
"AGAMEMNON" 25th "	
FOR LIVERPOOL (DIRECT), Taking Cargo at LONDON RATES.	
"PYRRHUS" 15th Sept., 1902.	

BUTTERFIELD & SWIRE, Agents.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO CALL
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	CHANGSHA	19th instant
SWATOW and SHANGHAI	WONGTUNG	19th instant

FOOCHOW CHANGCHOW 16th instant

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through Bill of Lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at the above Ports. For Freight and Passage, apply to BUTTERFIELD & SWIRE, Agents.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"KAIYU" 14th September, 1902.	

TRANS PACIFIC SERVICE

FOR	STEAMERS	TO CALL
VICTORIA, SEATTLE, TACOMA and all PACIFIC COAST PORTS	HYSON	14th instant
NAGASAKI, KORE and JAPAN		

For freight apply to BUTTERFIELD & SWIRE, Agents.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," and "INDRASAMHA," between

HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

"INDRASAMHA" Sept. 13.	
"INDRAVELLI" Oct. 14.	
"INDRAPURA" Nov. 14.	

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For Freight, apply to THE PORTLAND AND ASIATIC STEAMSHIP CO. ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 14th September.
FOR ANPING	"MAIZURU MARU"	T. Saito	WEDNESDAY, 17th September.
FOR TAMSUI	"DAIGI MARU"	T. Kikawa	SUNDAY, 21st September.
FOR FOOCHOW	"ANPING MARU"	J. Goto	WEDNESDAY, 24th September.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duly qualified doctor is carried. All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai. For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 2, Des Voeux Road Central.

Hongkong, 10th September, 1902.

CHINA NAVIGATION CO., LTD.

HONGKONG TO SYDNEY AND MELBOURNE.

VIA AVERAGE AUSTRALIAN PORTS OF CALL. AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

STEAMERS	DUE
"CHANGSHA" 13th Sept.	
"CHINGTU" 29th Sept.	
"TAIYUAN" 24th Oct.	
"TIANAN" 15th Nov.	

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE, Agents, C. N. Co., Ltd.

Shipping. STEAMERS.



TOYO KISEN KAISHA, (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU," 3,876 Tons.

Captain Tate, will be despatched hence for MANILA, TO-MORROW, the 13th instant, at 3 P.M. Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed. Electric light. Doctor and Stewardess carried. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Prince's Buildings, Ice House Street, Hongkong, 6th September, 1902.

THE CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA

THE Company's Steamship

"YUENSANG,"

Captain P. H. Rolfe, will be despatched as above on TUESDAY, the 16th instant, at 4 P.M. This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light. For Freight or Passage, apply to JAPANESE MATHESON & Co., General Managers, 10th September, 1902.



LLOYD'S STEAM NAVIGATION COMPANY

STEAM TO YOKOHAMA AND KOBE

THE Company's Steamship

"TRIESTE,"

Captain Mccorzi, will leave for the above places, on WEDNESDAY, the 17th instant, P.M. The steamer has capital accommodation for passengers, electric light and carries a doctor. For Freight or Passage, apply to SANDER, WIELER & Co., Agents. Prince's Building, Hongkong, 9th September, 1902.

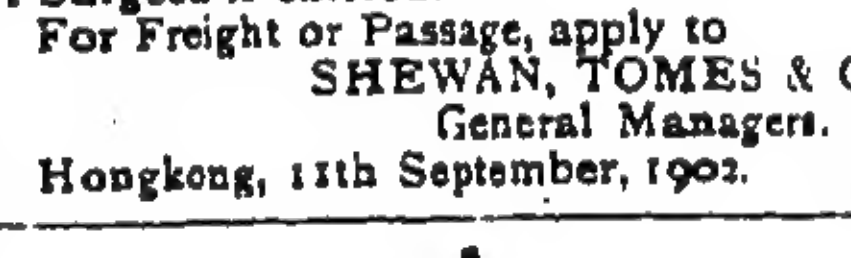
THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED

FOR MANILA

THE Company's Steamship

"RUBI,"

Captain R. W. Almond, will be despatched for the above Port on THURSDAY, the 18th inst., at 4 P.M. Highest Class Passenger Steamers, High Powered, Newest and most up to date on the run. All Accommodation Amidships. Electric Light and other Modern Improvements. A Surgeon is carried. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, 11th September, 1902.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS, to EAST and SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"NIPPON,"

Captain Klausberger, will be despatched as above on FRIDAY, the 19th instant, P.M. For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents. Prince's Buildings, Hongkong, 6th September, 1902.

SHEWAN, TOMES & CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"AFTON,"

Captain MacGregor, will be despatched for the above Port on SUNDAY, the 28th instant. For Freight, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 9th September, 1902.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched for the above Ports, on THURSDAY, the 2nd October, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c. throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried. N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 5th September, 1902.

Shipping. STEAMERS.

FOR SHANGHAI, YOKOHAMA AND KOBE.

THE Steamship

"SILVIA," Captain Behrens, will be despatched for the above Ports TO-MORROW, the 13th instant, at Daylight.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office, Hongkong, 12th September, 1902.

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG

"HEATHBURN" About 11th Sept.

"AFRIDI" 20th Sept.

"HILLGLEN" 27th Sept.

"RICHMOND CASTLE" 11th Oct.

"LOTHIAN" To follow.

"LOWTHER CASTLE" To follow.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents, 3rd September, 1902.

"AVIG" (ONE GENERAL ITALIAN).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO VENICE AND TRIESTE, via MEDITERRANEAN, ADRIATIC, ILLYRIAN, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also RAJCO, LONA, VALENZA, ALGERIA, and MERIA and MALACA.

THE Steamship

"BISACNO,"

Captain Muzio, will be despatched as above on FRIDAY, the 19th instant, at Noon. At BOMBAY, the Steamer is discharging in VICTORIA DOCK. For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents, Hongkong, 10th September, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY

STEAM FOR SINGAPORE AND BOMBAY.

(In close connection with the Co.'s Accelerated Line to TRIESTE)

THE Company's Steamship

"TIROL,"

Captain Bretfeld, will be despatched as above on FRIDAY, the 19th instant, P.M. This steamer has capital accommodation for passengers, electric light and carries a doctor. For Information as to Passage and Freight apply to SANDER, WIELER & Co., Agents, Hongkong, 11th September, 1902.

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

Proposed Sailings from Hongkong, "HUDSON" About 5th October. For Freight and other information, apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Shipping Department, Agents, Hongkong, 11th September, 1902.

Intimations.

WANTED.

YOUNG ENGLISHMAN desires to take Lessons in shorthand. Apply to "X." C/o The Hongkong Telegraph, Hongkong, 14th August, 1902.

TUBORG BEER.

A FIRST CLASS PILSENER BEER, a guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE 5/6 per case of 48 bottles (quarts).

Special Prices for Quantities.

Sole Agents—SIEMSEN & Co., Hongkong, 29th May, 1902.

LEE LOONG.

DEALER IN Furniture, Blackwood, Plated Glass, Crockery Ware, Brass and Iron Bedsteads and Baitan Sofas for whole lot.

JUST ARRIVED. Nos. 1 & 3, d'Aguiar Street. Behind Hongkong Dispensary, Hongkong, 1st May, 1902.

SANG MOW, DEALER IN Rattan Furniture, Bamboo Blinds and Mattings of All kinds.

No. 45, Queen's Road, Central, Price List On Application, Orders Executed Promptly. Hongkong, 12th May, 1902.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS FOR ALL BILIOUS AND NERVOUS DISORDERS, SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES. 50 Cents per Box. Prepared only by the Proprietor—THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS FOR HONGKONG and the EMPIRE OF CHINA—WATKINS, LIMITED, APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong.

Intimations.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$50 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up installations if required.

NOTE ADDRESS—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to S. J. GODWIN, Acting Manager, Hongkong, 29th January, 1902.

NOTICE.

THE SECOND VOLUME of BOX'S EXCHANGE TABLES with Rates in 1/16ths from 1/10 to 1/16 down to 1/16, is now on sale at THE "HONGKONG TELEGRAPH" OFFICE. These Tables, which run in columns of 1/16 from 1/10 down to 1/16, and from 1/16 down to 1/16, enable the user to arrive at the value in Dollars of any sum in Sterling under £1,000 by simply adding the equivalent of the Shillings and Pence to that of the Pounds; or to get the value in Sterling of any sum of Dollars and Cents under \$1,000 by adding the equivalent of the Cents to that of the Dollars. By these simple means of computation a very considerable saving of time and trouble, besides securing a ready means of proving accuracy is secured, as is illustrated in the following examples. To reduce £89,17,11 into Dollars at Exchange 1/10 1/16—

£89. 0. 0 = \$9,561.926
17. 11 = 9.745
\$9,571.671

whereas with the other exchange books the process would be as follows—

£89. 0. 0 = \$8,702.550
17. 0. 0 = 761.472
9. 0. 0 = 97.004
17. 0. 0 = 9.247
11 = 9.497

or to convert the dollars into sterling at the same rate of exchange—

\$9,561.926 = £87. 6. 8
\$71.000 = 32. 9. 11
671 = 2. 12. 3
\$9,571.671

but by other books it would be—

\$9,561.926 = £87. 6. 8
\$71.000 = 32. 9. 11
671 = 2. 12. 3
\$9,571.671

Every care has been taken in compiling these Tables to insure their accuracy and even as the book was being printed the last impression of each sheet was taken and carefully rechecked by two separate persons and any little errors in reading which will crop up in such works as these are carefully corrected in each copy before it is issued, thus making it a most accurate and useful book. Price for this and the previous volume, \$10 per copy.

Hongkong, 30th April, 1902.

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST, No. 4, Queen's Road Central, Hongkong, 3rd January, 1902.

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality. Hongkong, 22nd September, 1902.

Intimations.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1902.

CLARKES B 41 PILLS are warranted to cure in either sex all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. In boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England.

Shipping.

Arrivals.

EROS, Norwegian steamer, 700, A. Routs, 11th Sept.—Bangkok 9th Sept., Rice—Chinese.

WOOSUNG, British steamer, 1,109, M. Dowson, 11th Sept.—Canton 11th Sept., General—Butterfield & Swire.

PARAMATTA, British steamer, 2,854, F. J. Fox, 12th Sept.—Shanghai 10th Sept., Mails and General—P. & O. S. N. Co.

TELEMACHUS, British steamer, 1,349, Jas. Williamson, 12th Sept.—Saigon 7th Sept., Rice—Nam Wo & Co.

TRITOS, German steamer, 1,030, H. Clausen, 12th Sept.—Saigon 7th Sept., Rice—Kong Fat.

WONGKOT, German steamer, 1,115, W. Reher, 12th Sept.—Hoihow 11th Sept., General—Butterfield & Swire.

PENTAKOTA, British transport, 2,200, H. L. Parsons, 12th Sept.—Calcutta 30th Aug., and Singapore 7th Sept., Government.

PERLA, British steamer, 1,286, J. McGinty, 12th Sept.—Manila 9th Sept., General—Shewan, Tomes & Co.

ASTRAL, American ship, 997, Dunbin, 12th Sept.—New York 12th May, Oil—Standard Oil Co.

MACHON, British steamer, 4,276, W. T. Hannal, 12th Sept.—Liverpool 9th Aug., and Singapore 7th Sept., General—Butterfield & Swire.

YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 12th Sept.—Manila 9th Sept., Ballast—Jardine, Matheson & Co.

SINGAPORE, British steamer, 1,046, W. A. L. 12th Sept.—Ningpo 9th September, General—Butterfield & Swire.

ELSA, German steamer, 1,902, P. Schindwandt, 12th Sept.—Canton 12th Sept., Coal—Jensen & Co.

BVODO, Norwegian steamer, 771, Th. Carlsen, 12th Sept.—Canton 12th Sept., General—Sander, WIELER & Co.

GLENOCLE, British steamer, 2,241, G. E. Warner, R.N.R., 12th Sept.—Tacoma via Portland and Shanghai 9th Sept., General—Dodwell & Co., Ltd.

Clearances at the Harbour Office. Le Rhona, French str., for Canton. Kagoshima Maru, Japanese str., for Singapore. Bangkok, French str., for Hoihow. Haitan, British str., for Swatow. Singan, British str., for Canton. Jacob Diederichsen, German str., for Chefoo. Zafra, British str., for Manila. Heathburn, British str., for Singapore. Bisagno, Italian str., for Singapore. Kong Nam, British str., for Canton. Anna, Austrian str., for Hongkong. Chan-sha, British str., for Thursday Island. Machon, British str., for Shanghai.

Departures. Sept. 12, Haitan, British str., for Swatow. Sept. 12, Inaba Maru, Japanese str., for Kobe. Sept. 12, Hyades, American str., for Shanghai. Sept. 12, Loyak, German str., for Bangkok. Sept. 12, Trigonia, British str., for Singapore. Sept. 12, Wingerang, British str., for Canton. Sept. 12, Kago-hima Maru, Japanese str., for Singapore.

Sept. 12, Zafra, British str., for Manila. Sept. 12, Anna, Austrian str., for Manila. Sept. 12, Hoihow, French str., for Hoihow. Sept. 12, Doris, Norwegian str., for Swatow. Sept. 12, Bisagno, Italian str., for Singapore.

Passengers—Arrived. Per Telemachus, from Saigon—159 Chinese. Per Machon, from Singapore—128 Chinese. Per Parla, from Manila—Mr. J. Dudley, Capt. B. Hasner, Messrs. J. McDermott, J. Assorin, Mrs. M. Ass

Post Office.

A Mail will close—

For Canton—Per *Hankow*, to-morrow, the 13th instant, at 7.30 A.M.
 For Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Chungking*, to-morrow, the 13th instant, at 10 A.M.
 For Moji, Kobe, Yokohama and Portland—Per *Andromeda*, to-morrow, the 13th instant, at 11 A.M.
 For Europe, &c., India, via Tuticorin—Per *Paranilla*, to-morrow, the 13th instant, at 11 A.M.
 For Quing-chow-wan—Per *Macau*, to-morrow, the 13th instant, at Noon.
 For Manila—Per *Rosella*, to-morrow, the 13th instant, at 1 P.M.
 For Moji—Per *Hankow*, to-morrow, the 13th instant, at 1 P.M.
 For *Macau*—Per *Heungshun*, to-morrow, the 13th instant, at 1.15 P.M.
 For Shanghai—Per *Wooming*, to-morrow, the 13th instant, at 2 P.M.
 For Ningpo and Shanghai—Per *Pakhoi*, to-morrow, the 13th instant, at 2 P.M.
 For Swatow—Per *Thales*, to-morrow, the 13th instant, at 3 P.M.
 For Kunchuck and Samshui—Per *Tung-kong*, to-morrow, the 13th instant, at 4 P.M.
 For Kudat and Sandakan—Per *Sandakan*, to-morrow, the 13th instant, at 5 P.M.
 For Swatow, Amoy and Tamsui—Per *Daljin*, to-morrow, the 13th instant, at 9 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Coptic*, on Tuesday, the 16th instant, at 11 A.M.
 For Manila—Per *Puening*, on Tuesday, the 16th instant, at 3 P.M.
 For Fochow—Per *Changchow*, on Tuesday, the 16th instant, at 4 P.M.
 For Europe, &c., India, via Tuticorin—Per *Princess Irene*, on Wednesday, the 17th instant, at 11 A.M.
 For Manila—Per *Rubi*, on Thursday, the 18th instant, at 1 P.M.
 For Singapore—Per *Ceylon*, on Friday, the 19th instant, at 11 A.M.
 For Manila—Per *Loongang*, on Saturday, the 20th instant, at 3 P.M.
 For Europe, &c., India, via Tuticorin—Per *Laos*, on Monday, the 22nd instant, at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of Japan*, on Wednesday, the 24th instant, at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenin*, on Wednesday, the 24th Oct., at 11 A.M.

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, September 11th 1902.
 At 100 cents per Dollar Mexican.

Butcher Meat.

	Cents.
Beef sirloin & prime-cut—Mei Lung Pa	16
" Corned—Ham Ngau Yuk	16
" Roast—Shiu	16
" Soup, Tong Yuk	12
" Steak—Ngau Yuk Pa	16
" Sausages—Ngau Yuk Cheong	15
Bullock's Brains—Know, per set	8
" Tongue fresh—Ngau Li, each	45
" Corned—Ham Ngau Li, each	55
" Head—Ngau Tau	55
" Heart—Ngau Sum	15
" Hump, Salt—Ngau Kin	15
" Feet—Ngau Keok, each	8
" Kidneys—Ngau Yiu, each	10
" Tail—Ngau Mei, each	10
" Liver—Ngau Gon, each	9
" Tripe (undressed)—Ngau To, each	10
Calves' Head and Feet—Ngau Chai, set	75
" Leg—Ngau Pei, each	24
" Shoulder—Ngau Shau, each	20
Pigs' Chins—Chu Cheong, each	7
" Feet—Chu Keok, each	12
" Fry—Chu Chai, each	12
" Head—Chu Tai, each	14
" Heart—Chu Sum, each	14
" Kidneys—Chu Yiu, each	6
" Liver—Chu Gon, each	21
" Pork, Chop—Chu Pak Kwat, each	18
" Corned—Ham Chu Yuk, each	18
" Leg—Chu Pak, each	18
" Fat or Lard—Chu Yau, each	15
Sheep's Head and Feet—Yeung Tau, set	55
" Head—Yeung Gon, each	10
" Kidneys—Yeung Yiu, each	10
" Liver—Yeung Gon, each	24
Sucking Pigs, To Order—Chu Chi, each	10
" Suet, Boar—Sung Ngau Yau, each	15
" Mutton—Sung Yeung Yau, each	28
" Veal—Ngau Chai Yuk, each	16
" Sausages—Ngau Chai Yuk Tong, each	25

Poultry.

	Cents.
Chicken—Kai Chai, each	20
Capons, Large, Small—Sin Kai, each	22
Ducks—Pan Kai, each	15
Eggs, Hen—Kai Tan, each	10
Fowls, Canton, Kai Tan, each	10
" Hainan—Hoi Nam Kai, each	25
Geese—Ngo, each	25
Geese, Wild Shanghai—Sheung Hoi, pair	10
" Ngo, pair	10
Musk Deer—Wong Keng, each	10
" Har—To Chai, each	10
Partridge—Che Khoo, each	10
Pheasant—Shan Kai, pair	24
Pigeons, Canton—Pak Kup, each	24
" Hoibow—Hoibow Pak Kup, each	24
Quail—Um Chun, each	10
Rice Birds—Wo Fa Cheuk, each	50
Snipe—Sa Chui, each	26
Turkeys, Cock—Fo Kai Kung, each	50
" Hen—Fo Kai Kung, each	42
Wild Ducks, Shanghai, Set, pair	42
Teal, Shanghai, Set, pair	42

Fish.

	Cents.
Barbel—Ka Yu, each	14
Bream—Bin Yu, each	14
Canton Fresh Water Fish—Hoi Sin Yu, each	12
Carp—Li Yu, each	10
Catfish—Chik Yu, each	10
Codfish—Mun Yu, each	10
Crabs—Hoi, each	13
Cuttle Fish—Muk Yu, each	13
Dab—Sa Mang Yu, each	9
Dace—Wong Mei Lun, each	9
Dog Fish—Tui Tu Sa, each	9
Eels, Congor—Hoi Man Yu, each	14
" Fresh water—Tam Sui Yu, each	11
" Yellow—Wong Sin, each	16
Frogs—Tien Kai, each	22
Garoupa—Sek Pan, each	45
Gudgeon—Pak Kup Yu, each	12
Herrings—Tao Pak, each	11
Halibut—Cheung Kwan Yu, each	16
Labrus—Wong Fa Yu, each	14
Loach—Wu Yu, each	20
Lobsters—Lung Ha, each	13
Mackerel—Chi Yu, each	12
Monk Fish—Mon Yu, each	14
Mullet—Chai Yu, each	16
Mysids—Sang Hoo, each	14
Parrotfish—Kai Kung Yu, each	11
Perch—Tui Lo, each	12
Pike—Fa Paw Poong, each	18
Plaice—Pan Yu, each	13

Fish.

	Cents.
Pommet, Back—Hak Chong, each	15
Pommet, White—Hak Chong, each	24
Rock Fish—Sek Kau Kung, each	7
Rock Fish—Chun Yu, each	14
Salmon, (C'oon), fresh water—Ma Yau Yu, each	18
Shark—Sa Yu, each	7
Skate—Yo Yu, each	7
Shrimps—Ha, each	16
Snapper—Lap Yu, each	16
Soles—Tat Sa Yu, each	15
Tench—Wan Yu, each	11
Turbot—Cho Hoi Yu, each	10
Turtle, small, fresh water—Keok Yu, each	35
White Bait—Ngau Yu Chai, each	12

Fruits.

	Cents.
Apples, (California)—Kam San Ping, each	20
" (Cheloo)—Tin Chuan Ping, each	15
Bananas, from Canton—Sang Sheng, each	4
" (Hides), Macao—San Heung Chiu, each	3
Chestnuts, Chinese—Fong Lut, each	18
Carambola—Yeung Tou, each	8
Cocoanuts—Yeh Ts, each	10
Crapes—Sin Tai Ts, each	10
Lemons, China—Ning Moong, each	8
Liches, Dried—Lai Chi Con, each	12
" Fresh, Small stone—Chut Wat, each	10
" Large —Tai Wat, each	10
Limes, (Saigon)—Sai Kung Ning, each	16
Mango, Manila—Lui Sung Moong, each	16
Mango, Saigon—Sai Kung Moong, each	16
Mangosteens, San Chuk Ts, each	25
Oranges, (Canton)—Sang Sheng Tin, each	25
" Mandarin—Tim Kut, each	5
Olive—Pak Lam, each	5
Pears, (American)—Kam San Shut Li, each	25
" (Canton), Cooking—Sai Li, each	10
" (Shanghai)—Sheung Hoi Li, each	10
Pine-apples, 1st quality—Sheung Poon, each	10
" 2nd quality—Chung Tang, each	10
Paw-law, each	10
Pumelo, (Hainan)—Chim Lo Yau, each	10
Walnuts, Hop Tou, each	10

Vegetables, &c.

	Cents.
Artichokes, Shanghai—Sheung Hoi, each	10
Chai Chai, each	10
Beans, (French) Macao—Oh Moon Pin, each	10
Beans, (French), Shanghai—Sheung Hoi, each	10
Beans, Pin Tai, each	10
Beans, Sprout—Ah Choi, each	10
Beans, Long—Tau Kok, each	10
Boat Root—Hung Choi Tau, each	10
Brinjals, Green—Cheng Yuen Ker, each	10
Brinjals, Red—Hung Ker, each	10
Brassica—Pak Choi, each	10
Bamboo Shoots—Chook Shun, each	10
Cabbage, Chinese, com.—Kai Choy, each	10
Cabbage Root—Kai Lan Tau, each	10
Cabbage, (Shanghai)—Yeh Choi, each	10
Cane Noots, bunch—Kau Shun, each	10
Cauliflower, Large size—Tai Yeh Choi, each	10
" Small size—Cheung Yeh, each	10
Cauliflower, Small size—Sai Yeh Choi, each	10
Carrots—Kam Shun, each	10
Celery, Chinese—Tong Kan Choi, each	10
Celery, English—Yeung Kan Choi, each	10
Celery, White—Pak Yeung Kan Choi, each	10
Chilies Dried—Con Lat Chiu, each	10
" Red—Hung Fa, each	10
" Green—Cheng Lat Chiu, each	10
Curry Stuff, English—Ka Lee Choi, each	10
Cucumbers—Cheng Kwa, each	10
Ritter Squash—Fu Kwa, each	10
Garlic—Suen Tau, each	10
Ginger, young—Sun Tsu Keung, each	10
" Old—Lo Keung, each	10
Horse Radish, Shanghai—Lik Kan, each	10
Indian Corn—Suk Mai, each	10
Lettuce—Yeung Sang Choi, each	10
Water Chestnuts—Ma Tai, each	10
" Mandarin—Kwai Lum Ma Tai, each	10
Mushrooms Fresh—Sang Cho Kho, each	10
Onions, Bombay—Yeung Chung Tau, each	10
" Green—Sung Ching, each	10
" Shai—Sheung Hoi, Chung Tau, each	10
" Japan—Yat Poon, each	10
Okros—Mo Ker, each	10
Parley, English—Yeung Un Sai, each	10
Green Peas—Cheng Tau, each	10
Potatoes, Sweet—Fan Shu, each	10
" Shanghai—Sheung Hoi Shu, each	10
" Tsai, each	10
" Japan—Yat Poon Shu Tsai, each	10
" American—Fa Ki, each	10
" Fochow—Fuk Chau Shu Tsai, each	10
" Macao—Oh Mobn, each	10
Pumpkin—Toong Kwa, each	10
Radish—Hung Lo Pak Tsai, each	10
Shallots—Con Chung Tau, each	10
Spinage (Chinese)—Paw Choi, each	10
Spinage—Yin Choi, each	10
Tomatoes—Fan Ker, each	10
Taro—Wu Tsai, each	10
Turnips, Pun-ti (Long)—Low Pak, each	10
" English—Yeung Low Pak, each	10
Vegetable Marrow—Chit Kwa, each	10
Water Cresses—Sai Yung Choi, each	10
Yams—Tai Shu, each	10

ROBERT G. McEWEEN,

Inspector in charge of Mark Is.

SHIPS PASSED THE CANAL.

Outward—22nd August— <i>Kaisow</i> , <i>Socotra</i> , <i>Choyang</i> , <i>Kanaga</i> , 26th August— <i>Preussen</i> , 29th August— <i>Orono</i> , <i>Hitachi Maru</i> , <i>Achilles</i> , 2nd September— <i>Glanartney</i> , <i>Benarty</i> , <i>Queen Louise</i> , 9th September— <i>Hamburg</i> , <i>Macdonald</i> , <i>Java</i> , <i>Silesia</i> , 14th August— <i>Salazie</i> , 5th September— <i>Benedict</i> , <i>Radarshire</i> , <i>Siam</i> , 5th September— <i>Bombay</i> , <i>Ernest Simons</i> , <i>Indrawadi</i> , <i>Braemar</i> , <i>Hondera</i> , 9th September— <i>Bingo Maru</i> , <i>Yarra</i> , <i>Ulysses</i> , Arrivals at Home—22nd August— <i>Tenkoi</i> , <i>Polyphemus</i> , 26th August— <i>Merionethshire</i> , <i>Gisla</i> , 28th August— <i>Shanghai</i> , 29th August— <i>Annam</i> , <i>Sachsen</i> , 2nd September— <i>Kawachi Maru</i> , 5th September— <i>Oopack</i> , 9th September— <i>Shimosa</i> , <i>Malacca</i> , <i>Kiautschou</i> , <i>Korea</i> .	

HONGKONG AND WHAMPOA DOCK RETURNS.

H.M.S. <i>Wivern</i> , at Kowloon Dock.	
<i>Siam</i> , at Kowloon Dock.	
<i>Rosella Maru</i> , at Kowloon Dock.	
<i>Kianglung</i> , at Kowloon Dock.	
<i>Benliff</i> , at Kowloon Dock.	
<i>Plaguetu</i> , at Kowloon Dock.	
<i>Rubi</i> , at Kowloon Dock.	
<i>Solani</i> , at Kowloon Dock.	
U.S.S. <i>Machuan</i> , at Cosmopolitan Dock.	
<i>Sandakan</i> , at Aberdeen Dock.	

EXCHANGE.

Hongkong, 12th September.	
ON LONDON, Telegraphic Transfer, 1/18 1/2	
" Bank Bills, on demand, 1/18 1/2	
" Credits, 4 months' sight, 1/18 1/2	
" Debits, 4 months' sight, 1/18 1/2	
ON PARIS, Bank Bills, on demand, 1/18 1/2	
" Credits, 4 months' sight, 1/18 1/2	
ON NEW YORK, Bank Bills, on demand, 1/18 1/2	
" Credits, 30 days' sight, 1/18 1/2	
ON BOMBAY, Telegraphic Transfer, 1/29 1/2	
" On demand, 1/29 1/2	
ON SHANGHAI, Telegraphic Transfer, 1/74 1/2	
" Private 30 days' sight, 1/74 1/2	
ON YOKOHAMA, T.T., 19 1/2 % prem.	
Sovereigns, Bank's Buying Rate, \$11.68	
Gold Leaf 100 touch, per tael, 60.	
Mar Silver, 24	
Dollars, 100	

VISITORS AT THE HONGKONG HOTEL.

Bailey, W. S.	Katsch, E. A.
Bailey, Miss	Kent, G.
Bailey, Mrs. H. K.	Kiene, F.
Barlow, B. J.	Lee, J. E.
Barlow, F. C.	Macgowan, R. T.
Bauld, H. C.	McLaughlin, W. F.
Bell, J. T.	McNeill, R.
Bennett, J. V.	Meerkamp, Mr.
Black, J.	Milton, Mr. and Mrs.
Blissie, General W. H.	Morford, C.
Bogdan, Mr. & Mrs. M. P.	Murphy, Mr. and Mrs.
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